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A BRIEF
COMPARATIVE STATEMENT
OF THE MERITS OF THE
TWO PLANS

NOW UNDER
THE CONSIDERATION OF PARLIAMENT,
FOR
IMPROVING THE PORT OF LONDON, BY WET DOCKS, &c.

PRIMARY CONSIDERATIONS,
FOUNDED ON FACTS, PROVED, AND GENERALLY ADMITTED.

THAT the River *Thames* and Legal Quays are inadequate to the proper Accommodation of the present Trade of the Port:

THAT no Plan can effectually remove the Evil and Loss sustained under the present System, which does not provide for a Part of the Trade of the Port in Wet Docks, and add to the Space of the Legal Quays:

THAT no Part of the Trade frequenting the Port suffers equal Injury, under the present ruinous System, with the *West India* Trade; and that principally in that Trade have the Out-ports lately rivalled the Port of *London*:

THAT no Plan for discharging *West India* Shipping, that does not connect the Dock, Wharf, and Warehouse, with their immediate Arrival from Sea, can entirely eradicate the existing enormous Mischief of Plunderage in all its Stages:

THAT as there are seldom more than Five hundred Sail of Square-rigged Ships, of all Descriptions, in the River at any one Period; and as the Whole of the *West India* Trade, of Three hundred Ships and upwards, are generally in Port at one Time, say from *August* to *December*; it follows, that by the Total Removal of that Trade into Docks, the remaining Trade of the Port would at all Events receive a very great Accommodation, and that more Docks might probably for the present be rendered unnecessary.

ISLE

ISLE OF DOGS PLAN,

PROPOSES to form Docks for the Reception of the Whole of the *West India* Trade, say Three or Four hundred Ships, of Two hundred to Six hundred Tons Burthen, into which they may enter immediately from Sea; that on their Entrance their Crews may be discharged, and the Ship and Cargo, while in the Dock, be under the entire Control of the Revenue and Dock Officers.

PROPOSES to legalize the Quays surrounding the Dock for the Discharge of *West India* Produce, and to build Warehouses immediately contiguous, fitted for the safe Reception of that Produce; which passing from the Ship to the Quay, thence to the King's Beam, where the Duty will be ascertained, and thence, without Delay, into the Warehouses, will there be deposited under the joint Locks of the King and the Merchant.

PROPOSES to surround the Whole with a high and strong Wall, at a proper Distance from any Part of the Works; the Means and Hours of Access, and every Part of the Business therein, to be under the Control of a complete Establishment of Revenue and Dock Officers, &c. jointly directing their Attention to those Regulations which shall best secure the Revenue and the Property under their Care.

PROPOSES to accomplish the whole Works in less than Three Years, at an Expence not exceeding Five hundred thousand Pounds, so that without advancing the present Port Charges (but rather having in View a Surplus, to be applied to the gradual Reduction thereof) a Sum will be annually raised sufficient to pay every Contingence of Management, and a fair and liberal Dividend on the Capital to the Subscribers.

PROPOSES to compel every *West India* Ship to unload in the Docks thus fitted for their Reception, without which the Benefits expected to result to the Revenue and to private Property, and the Accommodation to the general Trade of the Port, would rest upon the most precarious Foundation.

PROPOSES to form a Canal across the *Isle of Dogs*, not connected with the *West India* Docks, but open for the Accommodation of the whole Trade of the Port, thereby considerably shortening and facilitating the Navigation of the River; and to raise on this Account, and the several Accommodations that will be gained by the Removal of the *West India* Trade and Regulation of the Mooring Chains, a small general Tonnage Duty, applicable, after the Expence of the Canal is provided for, to form a Fund for the Compensation of every Description of Persons who shall receive Injury by the Removal of the *West India* Trade, and then to cease.

HAS

WAPPING PLAN,

PROPOSES to form Docks for the Reception of Three hundred to Four hundred Sail of Ships, of every Trade frequenting the Port, and to be admitted promiscuously, of all Descriptions, as at present moored in the River, and in a Situation to which Ships of upwards of Four hundred Tons Burthen cannot with Safety have access, as the Pool through which they must pass is the most eligible, and always the most crowded Part of the River.

PROPOSES to legalize the Quays surrounding these Docks for the Export and Import of all Goods whatsoever, and without Distinction; yet the Dock Company makes no Provision for the immediate Reception of Goods Imported, and for the Security of the Revenue, and of the Property therein.

HAS not even professed to have in View any Dock Establishment beyond the mere Admission of Ships into the Docks, and their Discharge therein, or to form a System of Control adequate to meet the existing manifold Mischief of Plunderage.

To accomplish at *Wapping* even the same Works proposed at the *Isle of Dogs*, would not require less Time than Seven Years, and at least Two Millions of Money (exclusive of Compensation.) And as it is proposed to leave it optional whether Ships shall use the Docks or not, there can be no Certainty that the River will be materially relieved, or Property and Revenue better secured than at present, nor any Certainty of a Return of Capital or Interest to the Subscribers.

HAS no Fund set apart for Compensation to satisfy the numerous Claimants on it upon that Account: Its incalculable Cost, and uncertain Income, give the strongest Reason for Apprehension, that should it succeed at length in removing the Seat of a great Part of the Business of the Port, yet that the Sufferers by its Completion may be left without a Fund, whence the Compensation proffered by the Bill shall arise, unless such a Fund should be created by new and excessive Port Charges, already too burdensome, and which it is one of the main Objects of the other Plan to reduce.

HAS

ISLE OF DOGS PLAN,

HAS received the decisive Approbation of a very great Majority of the *West India* Body, whose Trade alone it proposes to set apart and centre for the General Advantage of the Port. The Distance of the proposed Works from the *Custom House* is to them unobjectionable, more particularly since in no nearer Spot could unoccupied Space be found fitted for the Purpose, where a complete System of Security to the Merchant and the Revenue may be formed, and into which the largest Ships may enter directly from Sea.

It is not a speculative Plan; if adopted, its Success is certain; an immense Saving of Revenue and of private Property, is thereby put beyond all Doubt. The Accommodation it will afford to all other Trades frequenting the Port, by leaving them the entire Possession of the River and present Quays, must undeniably be considerable, if not ample, and it precludes not any future Extension of Improvements which Experience may prove necessary.

WAPPING PLAN,

HAS the sole Advantage of being about a Mile nearer the *Custom House* than the proposed Works at the *Isle of Dogs*, but has neither the Facility of Access from Sea, nor the Space unobstructed by Buildings, which the latter possesses; and in point of Expence, will Amount to Four Times the Sum; a Sacrifice too great to be made on Account of the trifling Difference of Distance, even if that was an Object, and if the Situation was (which it is not) equally eligible in all other Respects.

It is a speculative Plan, holding out a general Accommodation to the Trade of the Port, but ascertaining to no Trade whatever the Benefits of Security, Oeconomy, and Dispatch. Least of all will it accommodate the *West India* Trade, which most needs Accommodation. An immense Expenditure, and a considerable Addition of Port Charges, are the only Certainties it affords.

THE following Comparative Statement of the Square-rigged Vessels in the River, at different Periods, during the last Year, will clearly show the Proportion that *West India* Shipping bears to the Whole, and thereby evince the Degree of Accommodation that will be gained to all other Trades by its total Removal into Docks; *videlicet*,

TIMES of taking the Account.	West India Ships.	Ships in all other Trades.	Number of Brigs and Snows.	TOTAL Square-rigged Vessels.
28 May	30	35	357	422
11 July	110	27	273	410
28 August	190	52	284	526
29 September	210	38	320	568
29 October	251	50	290	591

N.B. Brigs, Snows, and all other Vessels of One hundred and Fifty Tons, or under, (being the greatest Proportion) may at all Times be Moored with Safety and Conveniency, at the Upper Mooring Chains. It is only in the Pool (where the *West Indiamen*, *Colliers*, and Ships of great Burden are usually Moored) that want of Room is experienced. It therefore may fairly be presumed, that when the *West India* Shipping is entirely removed into Docks, the River will be fully competent to the Accommodation of all the other Trades frequenting the Port.

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